

NEW GOODS
Ex S.S. "Borneo".
CHRISTY'S FELT HATS,
WASHING SCARVES,
PEARS' SOAPS, etc.
COTTAM & Co.
OUTFITTERS.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 395

日七初月六年二十二緒光

FRIDAY, JULY 17, 1896.

五拜禮 號七十月七年港香

THIRTY DOLLARS
PER ANNUM.

"ODOL"
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
75, QUEEN'S ROAD CENTRAL,
HONGKONG.

Banks.

THE MERCANTILE BANK OF
INDIA, LIMITED.
AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP £662,500
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent.
per annum on the Daily Balance.

ON FIXED DEPOSITS:-
For 12 Months 4 per cent.
" 6 " 3 " "
" 3 " 2 " "
J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 7th July, 1896.

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL £10,000,000
RESERVE FUND £5,750,000
RESERVE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS:
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MANAGER:
Shanghai: J. P. WARD GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 15th February, 1896.

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorized Capital £1,000,000
Subscribed Capital £500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq., Chow Tung Shang, Esq.,
H. Sinterloft, Esq., Kwan Hoi Chun, Esq.,
Chan Kit Shan, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.
Hongkong, 23rd October, 1895.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £315,000
INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per cent.
" 6 " 3 " "
" 3 " 2 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895.

CARBOLINEUM AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.
Sole Agents for China,
SCHEELE & Co.
Hongkong, 15th May, 1896.

Insurances.

THE
STANDARD LIFE ASSURANCE
COMPANY

Has a long record of GOOD SERVICES to
refer to; its FUNDS, annually increasing,
amount to £8,086,402. The premiums are
moderate, and all modern features consistent
with safety have been adopted.

For Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd March, 1896.

THE COMMERCIAL UNION ASSURANCE
COMPANY, LIMITED.

TYPHOON INSURANCE.

THE above COMPANY are prepared to
ACCEPT RISKS on BUILDINGS against
LOSS or DAMAGE by TYPHOONS at
Moderate Rates.

For Particulars apply to
WM. MACBRAIN,
Local Manager,
HONGKONG BRANCH,
No. 2, Duddell Street.
Hongkong, 8th June, 1896.

EMPRESS ASSURANCE CORPORATION,
LIMITED.

FIRE AND MARINE.

WE have this Day been appointed
AGENTS, and are prepared to accept
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.
Hongkong, 28th April, 1896.

THE MANCHESTER FIRE ASSURANCE
COMPANY.

ESTABLISHED A.D. 1284.

CAPITAL £3,000,000
TOTAL FUNDS AND SECURITY £4,250,053
NET ANNUAL FIRE PREMIUM £757,478

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN and CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895.

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY,
(LIMITED.)

CAPITAL, TAELS 600,000 } \$335,333.33
EQUAL TO }
RESERVE FUND } \$318,000.00

BOARD OF DIRECTORS:
LEE SING, Esq., LO YUK MOON, Esq.,
LOU TAO SHUN, Esq.

MANAGER.—HO AMEL

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1895.

NOTICE.
THE MAN ON INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED £1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
&c. Policies granted to all parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 5, QUEEN'S ROAD WEST.
Hongkong, 24th May, 1896.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is
obtained by the Water Boats, as FOUL
WATER is the cause of much sickness on
board Ship.

We are the only Water-Boat Company in
Hongkong exclusively supplying FILTERED
WATER.

Call Flag "W."
J. W. KEW & Co.,
STEAM WATER-BEAT CO.,
15, PRAYA CENTRAL.

Wentworth, 9th October, 1896.

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	Formosa	R. A. Peters	About 23rd July	Freight or Passage. (Passing through the Inland Sea.)
LONDON	Palawan	C. Gadd	About 24th July	Freight or Passage.
SHANGHAI	Mitsushima	J. R. London, R.N.R.	About 25th July	Freight or Passage.
JAPAN, &c.	Bombay	G. H. C. Weston, R.N.R.	About 27th July	Freight or Passage. (Passing through the Inland Sea.)
LONDON, &c.	Pikha	J. F. Jephson	Noon, 30th July	See Special Advertisement.
JAPAN	Ancona	W. D. Mudie	Noon, 31st July	Freight or Passage. (Passing through the Inland Sea.)
LONDON	Sunda	E. H. Gordon	About 31st August	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 17th July, 1896.

SCOTCH WHISKIES.

FROM \$7.00 @ \$25.00 PER DOZEN.

GLENLIVAT. THE OLD BRIGADE.
VERY OLD HIGHLAND BLEND. MONARCH OF THE GLEN.
RARE OLD BLEND. WAYFOONG BLEND.

ESTD. 1864. EXTRA SPECIAL FINEST LIQUEUR. V. O. S. (Old Matured).
"RIP" BLEND. FERRINTOSH (Very Fine).

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 16th July, 1896.

BILLIARDS

AT H.K. HOTEL

THREE PRIZES.

LANE, CRAWFORD & CO.

COCKBURN'S V.O. & E.V.O. SCOTCH WHISKIES.
TEACHER'S HIGHLAND CREAM.
AYALA's CHAMPAGNE.
SACCONI'S HELICON, PALE DRY, MANZANILLA and AMONTILLADO SHERRIES.
M. B. FOSTER & SONS (Bottle Brand), bottling of BASS'S BEER and GUINNESS'S STOUT.
CALIFORNIA RED and WHITE WINES.
ADET SEWARD & Co.'s MEDOC, COTES DU BOURG and other CLARETS.
HENNESSY'S BRANDIES.
RED HEART RUM. BOORD'S OLD TOM.
PLYMOUTH GIN. HOBOKEN'S HOLLANDS.
FRENCH and ITALIAN VERMOUTH.
The well-known R. S. PORT.
BITTERS, LIQUEURS, SYRUPS, CORDIALS, &c.

LANE, CRAWFORD & CO.
Hongkong, 19th June, 1896.

MOUNT AUSTIN
HOTEL.

1,400 FEET ABOVE SEA LEVEL.
TELEGRAPHIC ADDRESS, "Excelsior," Hongkong.
A. B. C. Code. No. 35.
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.
TIFFIN AT 1 P.M. DINNER AT 3 P.M.
ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.
For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1895.

THE
CLUB HOTEL METROPOLE,
5, BUND, YOKOHAMA.
TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English waiters in attendance.
The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of dining either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.
E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO.

Intimations.

BELL'S ASBESTOS EASTERN
AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

BELL'S ASBESTOS NON-CONDUCTING BOILER COVERING
COMPOSITION is acknowledged to be the best in the East.

TESTIMONIALS referring to above may be seen anytime at this Office.

ESTIMATES given for work finished complete.

W. JACKSON, Manager.

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign
Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty
for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints,
Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-
boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.
IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT: THOS. SKINNER.
DODWELL, CARLILL & Co.,
General Agents.

MOET & CHANDON'S
DRY IMPERIAL
CHAMPAGNE.

TRADE MARK. 源和
YUEN WO.
Per Case of 1 doz. Quarts \$41.00.
Per Case of 2 doz. Pints \$48.00.

GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 17th July, 1896.

W. POWELL & CO.

EX S.S. "BORNEO."
NEW LADIES WHITE
STRAW HATS,
FLOWERS, FEATHERS, LACES, &c., &c.
W. POWELL & CO.
Hongkong, 11th July, 1896.

W. BREWER & CO.

FAMILIAR QUOTATIONS, BY
BARTLETT.
Languages of the Cuneiform Inscriptions, by
G. Berrin.
Future Trade in the Far East, by Wakefield.
Conventional Lies of our Civilisation, by
Noddy.
Royal Academy Pictures, 5 Parts.
Brassley's Naval Annual, 1896.
GENT'S BLACK and BROWN BOOTS.
Gent's Black and Brown Shoes.
Gent's Tennis Shoes.
Gent's Patent Shoes.
Photo Frames.
Artists Oil and Water Colors.
Mathematical Instruments.
Pipes, Cigars, Tobacco.
Egyptian Eschattres Cigarettes.

Hongkong, 16th July, 1896.

EXPLOSION IMPOSSIBLE.
IASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES.

OF 2 TO 12 H.P.
FOR FACTORIES and LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P.
Engine will be shown and full particulars be given on application.
SCHEELE & CO., Hongkong,
SOLE AGENTS FOR THE EAST.

FOR SALE.
G. H. MUMM & CO.'S CHAMPAGNE.

In cases of 12 doz. pints \$35 per case.
do 2 doz. quarts \$33 " "
SCHEELE & Co.,
Agents.

Hongkong, 15th June, 1895.

THE PHARMACY.

TANSAN, TANSAN, TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE
than any Water from similar Spas.

Sole Agents for Hongkong and South of China:—
FLETCHER & Co.
and
CARMICHAEL & Co.

JUST RECEIVED ANOTHER CONSIGNMENT

FRESH DAIRY BUTTER.
WHOLESALE AND RETAIL.

The product of the PRINCE OF WALES DAIRY COMPANY, Bombay, India. This BUTTER
is guaranteed PURE and of THE FINEST QUALITY.

In 5lb, 1lb and 1/2 lb. TINS. RETAIL PRICE, \$1.50, 60c. and 30c.

THE HONGKONG BUTCHERY,
CENTRAL MARKET.

J. TATAM,
PROPRIETOR.

Hongkong, 1st July, 1895.

SIR FIELDING CLARKE.

The following interesting pen-and-ink sketch of Sir Fielding Clarke, late of Hongkong, and now Chief Justice of Jamaica, appears in a recent issue of *The Argosy* (a British Gleaner weekly), which credits the *Gleaner* with the original.

"Considerable interest was aroused in the Circuit Court yesterday when it was seen that Mr. Justice Northcote was accompanied by a gentleman who took his seat on the right hand of the presiding judge. Various expressions were heard as to the probability of the stranger being the new Chief Justice, but none were prepared to swear that he looked like a Chief Justice, or one whom they expected to look like the Chief Justice. Mr. Justice Northcote made no remark when he took his seat, and the Court was therefore left to harass itself with vague speculations until a whisper from the Registrar's masters rights the stranger was Sir Honble Sir Fielding Clarke, Chief Justice of Jamaica. The Chief Justice is a middle-aged gentleman, with a trim, precise air, his countenance is of the Greek-Roman type; his lips are firm, and his lower jaw gives an idea of determination, together with an indefinable air of good nature, which tempers and softens the resolution stamped in the face. His nose is as straight as Anthony Trollope's, and above it from beneath a pair of shaggy eyebrows peer two sharp, penetrating eyes which seem to grasp details without omitting a single object. The brows themselves are bushy and dark, and so high, having the intellectual rise, topped by iron-grey hair, of that character which indicates a vigorous will and an ardent constitution. The face as a whole is indicative of shrewdness, penetration, quick perception, clear judgment, combined with a happy disposition, and untroubled temper—a physiognomy, in fact, which indicates a man clever alike on the bench and at an after dinner speech."—The Mr. Justice Northcote mentioned above is, according to our British Gleaner contemporary, well known in British Guiana, where he served for some years as a Sundry Magistrate. He married last year a niece of Dr. Anderson, of Georgetown.

TELEGRAPHING ROUND THE WORLD.

Perhaps the most noteworthy, and almost certainly the most striking, feat in telegraphy ever accomplished, was that performed recently, at the Electrical Exposition in New York, when special dispatches were sent over telegraphic circuits arranged as nearly as possible around the earth. One message was sent by Chancery M. Depew and a second by President E. D. Adams, of the Niagara Falls Power Company. Both of these went by two different routes. First they travelled via Chicago, Los Angeles, San Francisco, Vancouver, Winnipeg, Montreal, Canada, and London. From London the message was carried to India and Ceylon, Singapore, Shanghai, Nagasaki, and Tokyo, and then repeated back to Mr. Edison's box in the Exposition hall. The second route was to Chicago, San Francisco, Los Angeles, St. Louis, Galveston, Mexico, San Juan, Nicaragua, St. Elmo, Ecuador, Chiloche, Peru, Valparaiso, Chile, thence over the Andes Mountains to Buenos Ayres, and then by cable, via Rio Janeiro, Pernambuco, and St. Vincent, to Lisbon. From Lisbon it went over the cable of the Eastern Company, about 1,000 miles, to Funchal, and thence over the Western Union cables via Cape to New York, about 4,000 miles.

From *The Electrical World*, May 23rd, to which we are indebted for the foregoing particulars, we also quote the following paragraphs descriptive of the details of the feat:—"In order to make the affair memorable, sections of the following famous circuits were incorporated into one circuit and interpolated in the lines of the Postal Telegraph Company, over which the messages were sent. First a section of the wire over which Prof. S.F.B. Morse sent the first message by means of the Morse telegraph. Second, a section of the wire over which audible speech was transmitted by means of the telephone for the first time by Prof. Alexander Graham Bell. Third, a section of the Atlantic cable over which the first cable message was sent across the ocean by Cyrus W. Field. Fourth, an Edison plug and a section of the wire by which was lighted the first incandescent lamp from an electric-lighting station. Fifth, section of the first trolley circuit put up at Richmond, Va., by F.J. Sprague. Sixth, section of the wire through which the current of electricity was sent by President Cleveland when he opened the World's Fair at Chicago. Seventh, section of the wire used in the first demonstration of vacuum-tube lighting. Eighth, section of the cable through which the first current of electricity was transmitted from the Niagara Falls Power plant. These pieces of historic circuits were loaned by Mr. William J. Hammer, of New York."

As the messages started on their journey a cannon on the roof of the Exposition building was fired, and the current was turned into a vacuum-tube, which continued to glow while they were on their way. During the time that elapsed between the sending and receiving of the messages, Mr. Depew made an address on the wonders of electricity and the recent progress that has been made in its use. As the address went on, announcements were made from time to time of the progress of the messages. We quote again from the account already mentioned:—"He had been speaking but a few minutes when Mr. Edison announced in his box that the messages that had gone over the Postal and Commercial lines had gone through London, after travelling the American continent and crossing the Atlantic Ocean. Another gun was fired on the roof of the building at this announcement and still another when, not long after, the messages were reported to have arrived in Japan. In fifty minutes from the time it was sent from the Exposition Hall Mr. Depew's message to Mr. Adams went to Tokyo in Japan and was repeated back, the dispatch being received by Mr. Edison."

"President Adams' message, which left the hall at 8.40, was received back at 9.42."

"In the mean time Mr. Tinker had sent the messages over the Western Union circuit at 8.34 and had received them back at 8.58, after they had traversed the United States and South America and crossed it and the ocean twice."

"The first message to arrive was the Depew message, which had gone the South American route over the Western Union lines. It was received at 8.58 o'clock, having been 218 minutes making its journey."

"The next message that was heard from was the Depew message returning from Tokyo. It had covered the journey to Japan and back in just 50 minutes."

"The Adams message beat this by two minutes, coming in at 9.30 o'clock, and having been sent at 8.42."

"A large outline map of the world hung from the gallery. The points at which the telegrams were repeated were indicated on the map by an incandescent lamp. In this way the audience were enabled to trace the course of the messages and appreciate the vast distances involved."

STRAITS SETTLEMENTS TRADE RETURNS.

DOLLAR AND STERLING INCREASES.

The returns of imports and exports of merchandise in the colony of Singapore for the first quarter of this year have just been issued. Excluding treasure, the imports during the period under review come out thus in comparison with the corresponding quarter of 1895:—

1896. \$16,290,890 = £1,111,285
1895. \$15,599,207 = £1,042,419
Increase in dollars. \$691,683
Increase in sterling. £68,866

The export returns for the whole colony in the same periods stands thus, exclusive of treasure:—

1896. \$38,403,549 = £2,518,307
1895. \$38,121,674 = £2,572,157
Increase in dollars. \$281,875
Increase in sterling. £55,850

The whole trade has been converted into sterling at the average (demand) rates for the respective quarters—1/11 for 1895 and 1/2 for 1896—but any comparison in sterling is not strictly applicable to goods which have their origin in silver currency countries.

THE SETTLEMENTS TRADE.

The returns for the respective quarters under comparison, grouped under each Settlement, give the following results, exclusive of treasure:—

SINGAPORE.

Imports. 1896. \$14,212,622 = £947,399
1895. \$13,777,643 = £934,411
Exports. 1896. \$27,403,540 = £1,830,867
1895. \$26,303,808 = £1,750,883

Singapore has dollar and sterling increases under imports. Under exports, dollar values show decrease, but sterling values an increase.

PENANG.

Imports. 1896. \$11,609,941 = £770,666
1895. \$11,281,710 = £749,993
Exports. 1896. \$10,255,177 = £683,617
1895. \$10,173,241 = £682,281

Penang shows dollar and sterling increases under both heads.

MALACCA.

Imports. 1896. \$470,327 = £31,312
1895. \$451,932 = £30,123
Exports. 1896. \$448,838 = £29,920
1895. \$430,153 = £28,677

In imports, Malacca indicates dollar decrease but sterling increase. In exports, the increases are in both dollars and sterling.—*Straits Times*.

THE FUTURE OF ELECTRICITY.

The opening of the National Electrical Exposition at New York, with its wonderful display of the magic of telegraphy, suggests visions as to the future of electricity, which are already becoming realities. The possibilities—yes, the probabilities—of the future, in the line of electric advancement, are so great that to contemplate them is enough to make one's head whirl with astonishment and awe. Active brains are at work, the best inventive skill is engaged in planning to meet the ever unfolding necessities of modern life.

The use of the catenary at Niagara as a mechanical power has been a subject of discussion ever since the earliest settlement of the country. But no practical application of the force in the fall of the vast body of water, estimated as 15,000,000 cubic feet a second, over a precipice 150 feet high. With the discovery of electricity as a mechanical power the problem was solved. It was proved that this powerful waterfall can be used to operate dynamos of immense capacity, though occupying but little space. The electrical force can be transmitted by wire to great distances without serious loss. All that now remains to be accomplished is the extension and application of this power to meet all the constantly increasing demands of modern civilization.

These demands cover a field of utility which is simply illimitable. Ocean navigation, canal navigation, railroad and street car propulsion, all commercial correspondence and all public and domestic service of every kind and description. It does not require much foresight, for instance, to realize that the final destiny of the telegraph is to carry all correspondence of any urgency. The present method of hand writing, with its slow speed and multiplicity of wires, will be long give place to automatic or machine transmission, high speed, and fewer wires. The British post-office recognized the inadequacy of hand telegraphy more than twenty years ago, and put in operation the Wheatstone machine system. Beginning with a speed of 30 words per minute, the telegraph department, with praiseworthy persistence in the direction of higher speed, has gradually improved the system until now it is carrying an enormous amount of traffic at a rate ranging from 100 to 400 words per minute, according to distance and the character of the conductor.

Now, while this system is a great advance over the hand method for heavy traffic, it can never, in the nature of things, be the telegraph of the future. Recent improvements in the perforating machine, transmitter, and receiving instrument for automatic telegraph have brought to a degree of perfection what will no doubt be the future telegraph. A current communication between New York and Philadelphia, over a copper wire weighing 500 pounds to the mile, 3,000 words per minute can be recorded perfectly, and with a copper wire weighing 850 pounds to the mile 1,000 words per minute can be carried from New York to Chicago. There can be no doubt that we are on the eve of sweeping changes in the mode of transmitting correspondence in general.

The United States Government now uses over 3,000 miles of wire, and 15,000 miles of cable, and keeps 6,000 clerks on the move, travelling to cross 100,000 miles a year, during which time 900,000,000 miles of mail matter are handled. About 500 mail cars are wrecked, a dozen clerks killed, and 150 injured during the same period. The total expense of the postal service is about \$75,000,000 per annum and the department is not far from self-sustaining. How can so vast a system ignore the difference between railway and electrical speeds? A car travels 40 miles an hour, a current 200,000 miles a second. The automatic chemical telegraph will send a message of 10 words from New York to Chicago every second, and 50 words—about the average of a business letter—in three seconds. If time be reckoned as the basis of value in correspondence, and most business men appreciate its value, which is to be preferred—a letter occupying 24 hours in covering 1,000 miles for a cent, or a telegram going the same distance in three seconds for 15 cents? Would not a large proportion of business communications warrant the extra 15 cents? Could a man using the train mail compete in business with a man using the telegraph? These are merely hints and suggestions of what may be expected in the near future.—*Tacoma Ledger*.

SIR HERCULES ROBINSON.

THE MODEL OF A PERFECT GOVERNOR.

The arrival of Sir Hercules Robinson, the veteran High Commissioner, in London, coincident as it is with the release of the Reform bill, marks a point in the strange story of British dominion in South Africa. Whatever may be the faults of character, the British people are not wanting in public gratitude, and his Excellency may be assured that no small measure of it is extended to him, not only for his long-drawn service to the Crown in all parts of our commonwealth, but for the special work of rescue that on two occasions has fallen to him "where Africa's sunny fountains roll down their golden sands." For fifty years, he has been actively employed in the Colonies, and he has been at the head of the State in Hongkong, Ceylon, New South Wales, and New Zealand, as well as at the Cape. If his lines have been cast in pleasant places, they have certainly not always been so at pleasant times, for it will be fresh in the public memory that, after a short interregnum, following on Sir Bartle Frere's recall, he was sent out to the Cape to set his seal to the humiliating convention that ended the Boer War of 1881. In every situation, but more especially at that time and now, he has displayed the same qualities of tact, shrewdness, and tenacity which are no less necessary in governing the distant parts of our Empire to-day than they were before the electric wire was laid on to Downing Street, "only," as some Governor observed not long ago, "to leave us responsible for our mistakes." The Cape is not quite so easy a place to govern as Major White, flinging by the published extracts from his diary, appears to imagine; and circumstances made the racial antipathies between the Boers and the British a term of office that he was forced to display no ordinary power in the councils of conciliation.

That he succeeded is shown by the concurrent testimony of Afrikaner and Colonist. Mr. Rhodes, in his days of power and responsibility, always held him up, in public and private, alike, as the model of the perfect Governor. Of the Boer feeling a curious proof was given when, in his latest interview with the President of the Transvaal, Lord Loch asked him whom he would like to see as his successor in the governorship. One name in the reply came up, "Krugger," said "Sir Hercules Robinson," he is a man of one word. At the end of his last term the speech which Sir Hercules made at Cape Town against Downing Street and all its methods may have offended national prejudices at home, but it gave unqualified satisfaction to the Afrikaner mind, and has never been forgotten. The High Commissioner thoroughly understands the mould and trend of South African politics, whilst the Boer character he sees clearly and sets it whole. In conference with Mr. Chamberlain in the days of the Transvaal, he was as well as a man of one word in the continent will be thrashed out, and the upshot is sure to be full and cordial understanding between Government House and the Colonial Office. The necessity for his return to Cape Town is self-evident, and the resolution of the Cape Parliament, passed *nomine contradietio*, to the effect that his retirement would be fraught with evil to South Africa, merely emphasised what was apparent before. It is true that in certain quarters where formerly he was regarded with admiration a cry has gone up for Sir Hercules' recall, but this is merely due to a mistaken wish to cover the disastrous effects of the Jameson raid and find a scapegoat for national irritation. Above all, in dealing with African affairs, there is need of calmness and patience, that twofold quality which Pitt pronounced to be essential to an English Premier. The emigration figures of the Board of Trade show that nearly three thousand more persons of British origin went to our South African possessions last month than in the corresponding month of 1895, making a record in this direction. Most of them are probably on their way to the South African Republic. What does this demonstrate but that the silent force of population must in the end provide a clue, not necessarily or immediately under our flag, for the political anomalies of the Transvaal? Nothing, however, can be gained by forcing the growth of political societies. We must give time a chance, and the discretion and patriotism of our Colonial service may be counted on to prevent a repetition of the mistakes of the past.—*London Daily Telegraph*.

COMMERCIAL NEWS.

HONGKONG FREIGHT MARKET.

In their *Freight Circular* issued yesterday Messrs Lambe and Rogge write:—"The past fortnight has been the duller one for the year; the volume of business transacted has been small and rates in all directions continue to rule very low."

STRAITS FREIGHTS.—There is no change whatever to report. From Saigon to this port, with the exception of an occasional charter at something like 5 to 6 cents per picul, cargo only, of a steamer bound to return, there is no demand and an improvement cannot be expected. Bangkok is in the same position; no enquiry and rates quite nominal. From Saigon to the Philippines, a few settlements are on record at low rates, as per subjoined list. Some further demand is existing, but for small steamers only. Vio, and for the round trip 25 cents per picul if one port and 28 cents per picul if a ports. Northern business has come to a complete standstill, no tonnage being wanted from either Newchwang or Cheloo, principally on account of very high prices for produce up North. No reliable quotation can be given at the moment.

Coal business from Japan has also been very quiet and no charter is reported for Hongkong. It is said that the some of the mines are flooded. For Singapore a charter has been drawn at \$1.75 per ton. From Hongkong and also Khabo some fresh chartering has been done at \$1.25 per ton for Canton, \$1.30 for Amoy, and \$1.25 for Singapore and both Companies have also each taken up a steamer on time (vide subjoined list) at comparatively fair rates on account of steamer's light draught.

The general outlook remains as gloomy as before, and to illustrate the present state of things it may be worth mentioning that a steamer under time charter has remained fully three weeks in port, it being more profitable for the charterers to pay hire day by day rather than send her on another voyage.

SALE FREIGHTS.—No fresh business has transpired for New York and we cannot trace any demand, except for very distant loading at low rates. The *Congress* has obtained a charter from Kobe to New York, chartered rate being about 14/6d per ton. The *Helen Brewster*, now at Shanghai, is reported to be bound at \$12.50 per ton to load at Nagasaki and this port for Baltimore.

For San Francisco a medium sized ship could obtain \$2.50 per ton, which is, however, hardly sufficient inducement.

COASTWISE.—Nothing doing. The British ship *Cruddowood* proceeds to Nagasaki with original cargo and the Norwegian bark *Chama* has been ordered to Bangkok.

THE ARRIVAL OF THE STEAMER *City of Rio de Janeiro*, with mails, etc., from San Francisco to the 15th inst. has arrived at Yokohama, and will leave for this port, via Nagasaki, to-morrow morning.

THE P. & M. S. Co.'s steamer *City of Rio de Janeiro*, with mails, etc., from San Francisco to the 15th inst. has arrived at Yokohama, and will leave for this port, via Nagasaki, to-morrow morning.

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JAPAN TIDAL WAVE RELIEF FUND.

Mr. Jackson begs to acknowledge with thanks the following donations to the above Fund:—

Subscriptions already acknowledged \$33,395
Since received:—
A. S. Watson & Co. 50
Antony and Stewart 25
H. Z. Tait & Co. 15
J. S. Field 10
J. R. Crook 10
R. Rymer 10
C. C. Karanjia 7
R. S. Pattanaik 7
B. N. Fattaka 7
R. S. Moore 5
M. Kanadia & Co. 5
C. M. Bhattacharya & Co. 5
B. P. Karanjia 5
B. F. Karanjia 5
M. N. Gobhai 5
Bomerjee & Co. 5
H. K. Dhabar 5
M. N. Mehta 5
S. N. Karanjia 5
R. B. Gudsala 5
C. M. Kanadia 5
J. P. Vassanta 5

LEGAL INTELLIGENCE.

SUPREME COURT.

ORIGINAL JURISDICTION.

(Before His Lordship Dr. J. W. Carrington, C.M.G., Chief Justice.)

July 17th.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LIMITED, v. P. F. DAVEL.

Mr. J. J. Francis, O.C. (instructed by Mr. J. Hastings, of Mr. V. H. Deacon's office) appeared on behalf of the plaintiffs.
Mr. Francis explained that leave had been obtained to proceed *ex parte*. The petition recited that on the 12th July, 1895, the defendant borrowed \$30,000 from the plaintiffs at 7 per cent. per annum, giving at the same time a mortgage on property known as Section B of Island Lot No. 1, Section D of Island Lot No. 129, and Section E of Island Lot No. 129, with the houses thereon. No interest had been paid on this loan since April 26th, 1895, and the plaintiffs have been in possession since November, 1895. On the 29th November, 1895, the defendant borrowed \$8,000, giving as security a mortgage on the remaining portion of Island Lot No. 766, Section B of Island Lot No. 766, and Kowloon Island Lots Nos. 560, 561, and 562. No interest has been paid on this loan since September, 1895. The plaintiffs therefore prayed for an order for an accounting, and that the defendant pay the amount found to be due, with plaintiffs' costs within six months, or in the alternative that a decree of foreclosure be passed.
Mr. T. Arnold, Secretary of the plaintiff Company, gave evidence in support of the petition, after which his Lordship ordered a decree in the terms asked to be issued.

IN SUMMARY JURISDICTION.

(Before His Honour Mr. Sercombe Smith, Acting Puisne Judge.)

July 17th.

FICTURES.

The following cases have been fixed for the respective dates:—
Monday, July 20th.
947—Shun Lum Li v. Wong Chee...\$ 690.21
Tuesday, July 21st.
1026—Chan Ping Hing v. Edelle
Pentefee Dhalia...\$ 575.84
Thursday, July 23rd.
1027—Hung Man Yek v. Lal Singh...\$ 250.00

JUDGMENTS.

Judgment was given for the plaintiffs in the following cases:—

1004—Tsil Moon v. Ng I Mui...\$ 50.00
1005—Do. Tsan Kwai...\$ 26.25
1017—Karpal Singh v. M. H. Baptista...\$ 25.00
1036—The Colonial Treasurer v. Chan Yau Tum...\$ 14
1047—Eing Sing v. A. Shing...\$ 30.00
1056—Wing Hung Lung v. Man Hing Ki...\$ 11.63
1058—Luk Man Tuen v. Tam Wa Chok...\$ 25.00
1059—Hongkong Trading Co. v. W. Pearson...\$ 14.75
1065—Fong Kam v. L. E. Conceicao...\$ 26.00
1069—Fulsh-Singh v. O. A. Cruz...\$ 55.00
1070—Chan Yau v. Ho San...\$ 152.00

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Yarra*) to-morrow.
Tacoma (*Olympia*) 19th inst.
Indian (*Avraon*) 21st inst.
Australian (*Memur*) 23rd inst.
American (*City of Rio de Janeiro*) 25th inst.
American (*Gallic*) 30th inst.
Canadian (*Empress of China*) 3rd prox.
Tacoma (*Braemar*) 11th prox.

THE Agents (Messrs. Dowdell, Carill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Braemar* left Victoria for this port, via usual ports of call, on the 15th inst.

THE P. & M. S. Co.'s steamer *City of Rio de Janeiro*, with mails, etc., from San Francisco to the 15th inst. has arrived at Yokohama, and will leave for this port, via Nagasaki, to-morrow morning.

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.

Gleaner...Steamer, from Japan;
Amara... " " Canton.
Chusan... " " Manila.

Aggregating 3,766 tons register.

DEPARTURES.

Isleway...Steamer, for Yokohama.
Ash... " " Hokohwa.
Rio... " " Amoy.
Malilla... " " Hokohwa.
Hakko... " " Coast Ports.
Vivona... " " Japan.
Lysander... " " Shanghai.
Seifang... " " Canton.
Pacific... " " Canton.

Aggregating 8,091 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Tachow...in Kowloon Dock.

Adho... " " " "
Anjer Had... " " " "
Haimun... " " " "
Tamar (H.M.S.)... " " " "
Artaki Maru... " " " "
Evandah... " " " "
Rio... " " " "
Likin... " " " "
Rada Cistina... " " " "
Zafiro... " " " "
Wandering Jew... " " " "
Frammas... " " " "

PASSED THE CANAL.

OUTWARD.—19th June—Palamed, 23rd June—*Bonanza*, Bombay, Helin. 24th June—*Courfield*, 26th June—*Formosa*, Malacca, Tanahmalu, Tanahmalu, 30th June—*Patrocks*, Siratdah, Palturus, City of Dublin, 3rd July—*Frigea*, Courie, Tona Maru, 10th July—*Opack*, Sackon, Flakshira, Elizabeth, Richmond, 10th July—*Shanghai*, 14th July—*Adala*, Gindoon, Ghavri, Sackallen. HOMEWARD.—14th July—*Bmalder*, Clam.

An industrial fire manifested itself in the burning of a drop of oil over the surface of water," says *The Railway Review*. "A film 1/30 millionth of an inch in thickness produces marked results, and yet to cover the whole 135 acres of painted surface of the Forth Bridge with a coat of that thickness would require less than a pint of oil. It would appear inconceivable that such a membrane could in any way affect the ocean in a storm, yet when, in the winter of 1891, Admiral Cuverville's ship, the *Natalie*, was caught in a cyclone in the North Atlantic, and a greasy touch was given to the waters by rigging cut two coal sacks, each filled with about eleven pounds of tow and one gallon of colza oil, which latter required renewal only every six hours, the scientific and trained observers on board the French warship reported the result to be a remarkable practical success, the oil taking effect upon the dangerous breakers due to horizontal translation produced by the wind, but, of course, leaving the swell unaffected."

Auction.

GOVERNMENT NOTIFICATION.

No. 245.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY, the 20th day of July, 1896, at 4 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 4th July, 1896.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 20th day of July, 1896, at 4 P.M., by Order of His Excellency the Governor, of Nine Lots of CROWN LAND, at Hongkong, Kowloon, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Lot	Registry No.	Locality.	Boundary Measure-ment.	Area in Acres, Roods, and Perches.	Annual Rent.	Upkeep.
1	No. 203.	Hongkong (N.W. of Market).	10 50 15 15	750	12 320	
2	" 203.	do.	50 50 15 15	750	10 320	
3	" 204.	do.	50 50 15 15	750	10 320	
4	" 205.	do.	50 50 15 15	750	10 320	
5	" 206.	do.	50 50 15 15	750	10 320	
6	" 207.	do.	50 50 15 15	750	10 320	
7	" 208.	do.	50 50 15 15	750	10 320	
8	" 209.	do.	50 50 15 15	750	10 320	
9	" 210.	do.	50 50 15 15	750	10 320	

HOTELS.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS hotel, commodious and well appointed, is situated at a height of 1,500 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent views of the Harbour and mainland of China.

SPECIAL SUMMER RATES.

(FROM APRIL 1ST TO OCTOBER 31ST).
One person, per day...\$ 4.00
One person, per month...\$ 75 to 90.00
Married couple (occupying one room) per day...7.00
Married couple (occupying one room) per month...150.00
Married couple (

Intimations.

KOPS ARE STILL RUNNING.

14 Gold Medals Awarded in 1894 & 1895.



BRIGHT! PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

Sole Agents for Hongkong and the Empire of China.
WATKINS & CO., 66, Queen's Road Central Hongkong.
WAI KIN TAI YUK FONG (房藥大建威)

EASTERN MICA WORKS.

SCORED AGAIN!

HOLDSWORTH'S MICA COMPOSITION

IS PROVED AGAIN TO BE BETTER THAN ANY OTHER.

(SEE TESTIMONIALS.)

MORE EFFICIENT NON-CONDUCTOR,

AND THIRTY PER CENT. CHEAPER THAN BELL'S ASBESTOS.

DRY COMPOSITION IN 1 CWT. BAGS, P.O.B.

IN TIERCES READY FOR USE.

ONE TON COVERS 200 SQ. FT.

"X.G."—ASBESTOS COMPOSITION DRY IN CWT. BAGS.

For further Particulars, Prices, or Estimates, apply to

C. HOLDSWORTH,
EASTERN MICA WORKS,
HONGKONG.

Hongkong, 24th June, 1896.

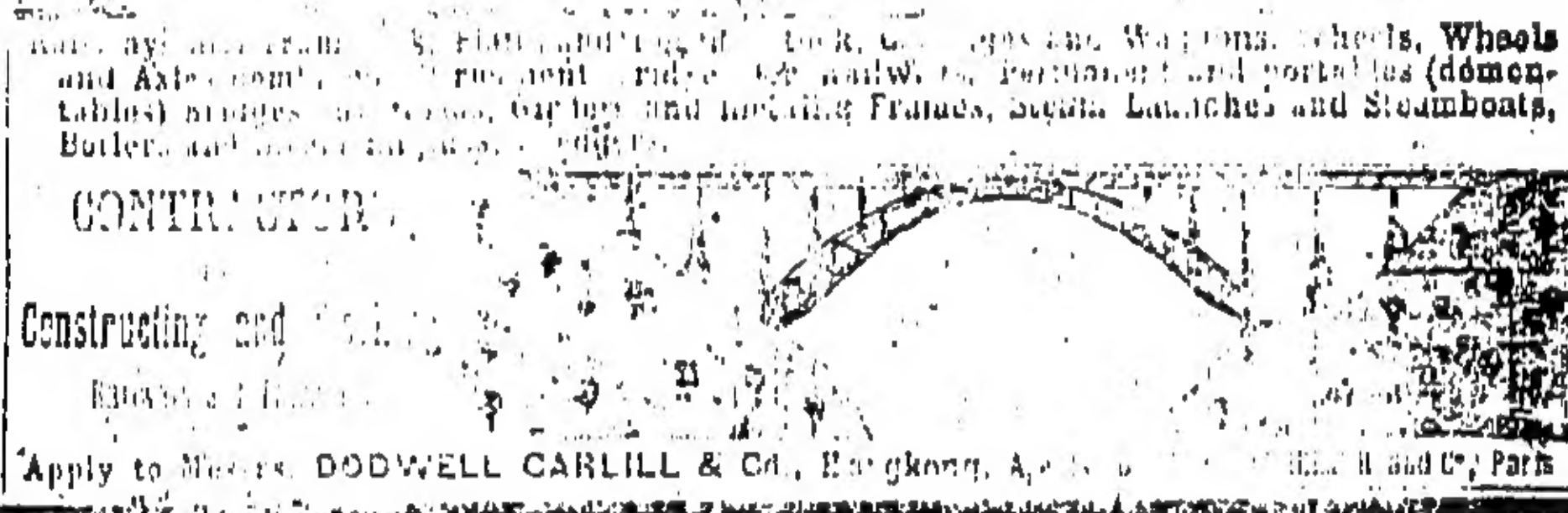
SOCIETE ANONYME DE TRAVAUX
DYLE ET BACALAN

Capital: 1,000,000

15, Avenue Daumesnil, Paris

WORKS IN FRANCE

and in the Colonies (ALGERIA, FRANCE, ITALY, BELGIUM)

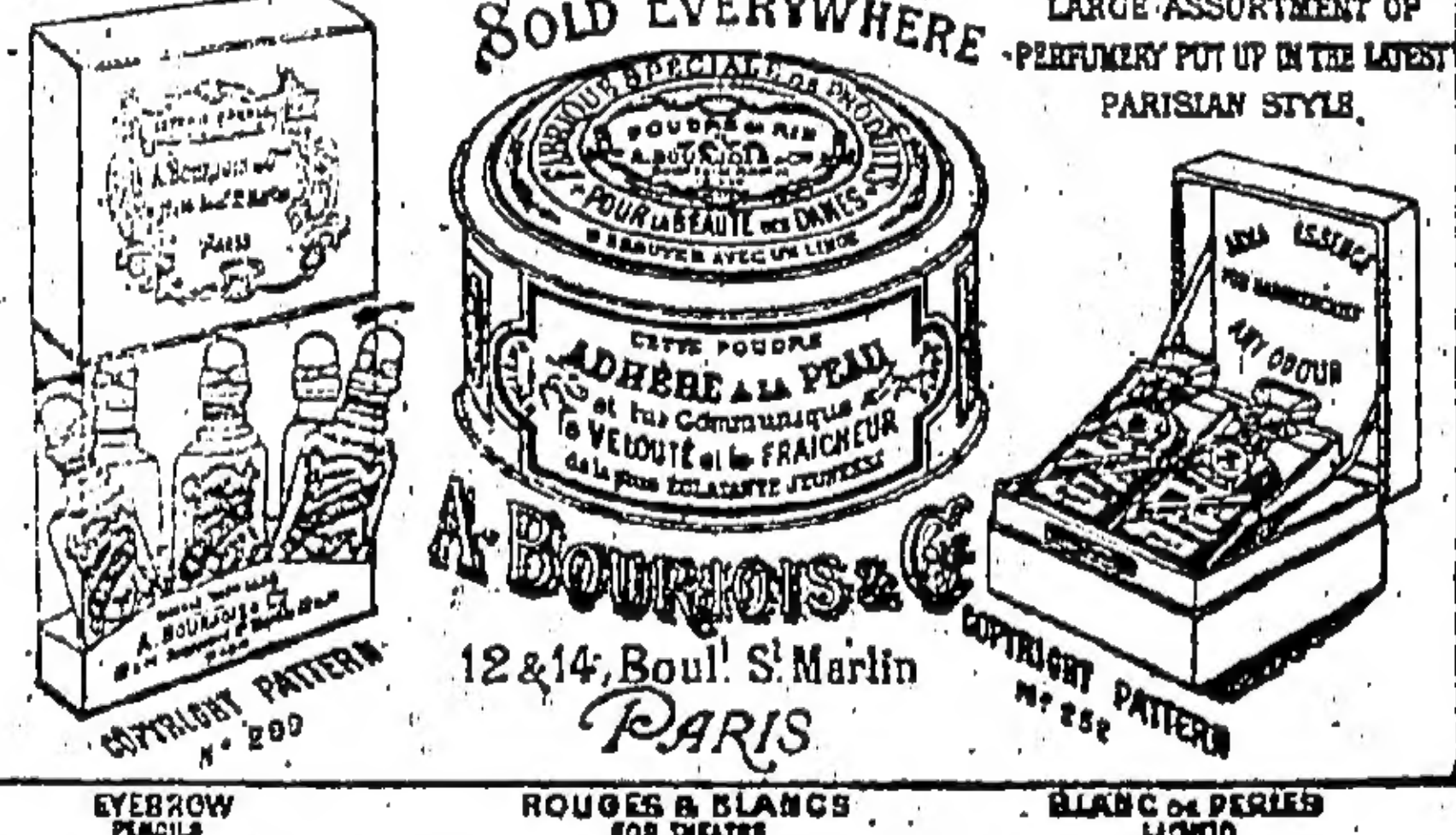


Constructing and repairing all kinds of ships, boats, and machines. Also, building and repairing all kinds of bridges, docks, and harbors. Apply to Messrs. DODWELL, CARLILL & CO., Hongkong Agents.

SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION

JAVA POWDER

LARGE ASSORTMENT OF PERFUMERY PUT UP IN THE LATEST PARISIAN STYLE.



A. BOURGEOIS & CO. 12 & 14, Boulevard de la Madeleine, PARIS

TEETHING BABIES

need time for the teeth. All children need time for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong

Shipping.

STEAMERS.

FOR SHANGHAI AND VLADIVOSTOK.

THE Steamship

"DAPHNE,"

Captain J. Samuelson, will be despatched for the above Ports on WEDNESDAY, the 22nd inst., at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, 15th July, 1896. [1132]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"MONMOUTHSHIRE,"

Captain Evans, will be despatched for the above Ports on or about the 31st inst.

For Freight or Passage, apply to DODWELL, CARLILL & Co.

Agents, Hongkong, 15th July, 1896.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"POLYPHEMUS,"

Captain Goodwin, will be despatched as above on MONDAY, the 20th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th July, 1896. [1112]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"PYRRHUS,"

Captain Bait, will be despatched as above on MONDAY, the 27th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th July, 1896. [1112]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain T. R. Galeworthy, will be despatched as above TO-MORROW, the 18th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th July, 1896. [1125]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Company's Steamship

"AMARA,"

Captain D. Smith, will be despatched as above TO-MORROW, the 18th inst., at 4 P.M.

instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 13th July, 1896. [1101]



NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Chartered Steamer

"KNIGHT OF ST. JOHN,"

Captain A. H. Billeit, will be despatched for the above Ports TO-MORROW, the 18th inst., at 5 P.M.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 11th July, 1896. [1118]



NIPPON YUSEN KAISHA.

FOR SHANGHAI, CHEMULPO AND NAGASAKI.

(Taking Cargo at through rates to VLADIVOSTOK.)

THE Company's Steamship

"SATSUMA MARU,"

Captain F. L. Sommer, will be despatched for the above Ports TO-MORROW, the 18th inst., at 5 P.M.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 14th July, 1896. [1122]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

Almoira, Saturday, 18th July.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALTMORE,"

will be despatched for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 18th July.

Consular Invoices of Goods for United States Points should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL MANAGERS, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 13th July, 1896. [1103]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIKUN,"

Captain Bait, will be despatched for the above Ports on SUNDAY, the 19th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIR & Co., General Managers.

Hongkong, 16th July, 1896. [1128]

"GLEN" LINE OF STEAM PACKETS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENOCLE,"

Captain Carson, will be despatched as above on or about SUNDAY, the 19th inst.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 8th July, 1896. [1101]

Mails.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"PERKIN,"

Captain J. F. Topham, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on THURSDAY, the 30th July, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay, with the S.S. "Oriental," leaving that port on the 1st August for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Consignees' and Valde of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

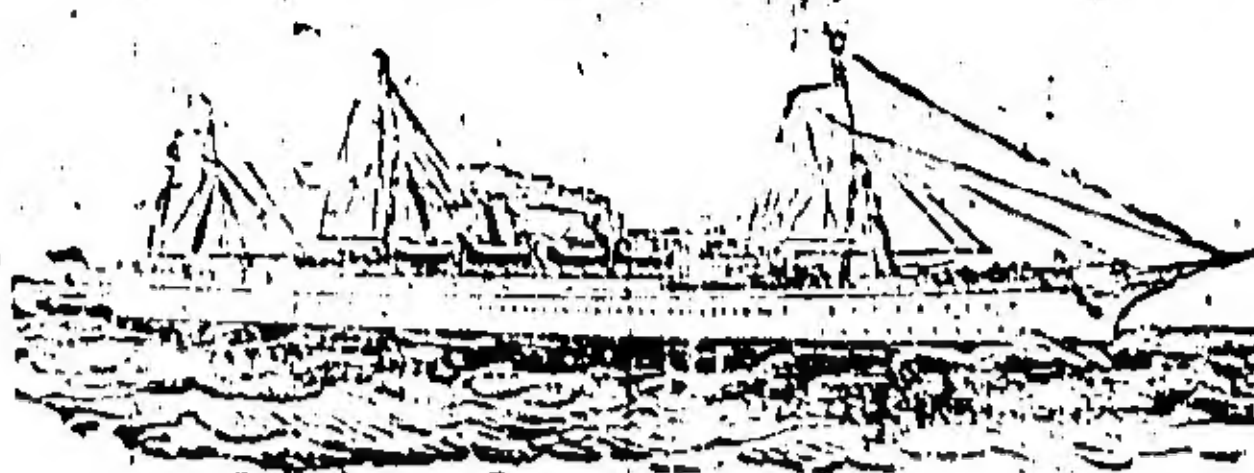
For further Particulars apply to H. A. RITCHIE, Agent.

Hongkong, 16th July, 1896. [1131]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 22nd July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 2nd September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong, via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Piddar's Street. [3]

Hongkong, 1st July, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)...Wednesday, 29th July, at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)...Sunday, 16th August, at Daylight.

China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)...Thursday, 3rd Sept., at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 29th July, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this Line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 6th July, 1896. [1102]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIHLER'S PATENT MOTOR LUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1896. [1101]

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Prussia...Tuesday...18th August.

Sachsen...Tuesday...14th Sept.

Prins Heinrich...Tuesday...13th Oct.

Prussia...Tuesday...10th Nov.

Sachsen...Tuesday...18th Dec.

Prins Heinrich...Tuesday...15th Jan.

Prussia...Tuesday...2nd Feb.

Prussia...Tuesday...2nd March.

ON TUESDAY, the 21st day of July, 1896, at 9 A.M., the Company's Steamship "PREUSSIN," Captain P. Wetten, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 18th July. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 20th July, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 20th July. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 26th June, 1896. [1022]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES OF THE UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESSES carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Olympia...1608 Wednesday July 29.

Bismarck...3601 Sunday Aug. 16.

Tacoma...4549 Thursday Sept. 3.

Victoria...3167 Monday Sept. 21.

Olympia...3608 Friday Oct. 9.

Columbia...3601 Tuesday Oct. 27.

THE Steamship

"OLYMPIA,"

Captain Truebridge, sailing at Noon, on WEDNESDAY, the 29th July, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 13th July, 1896. [1134]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

THE Steamship

"EVANDALE,"

Captain W. Byers, sailing at Daylight on SUNDAY, the 19th inst., will proceed to VICTORIA, B.C., and TACOMA, Wash., via KOBE and YOKOHAMA.

For further Particulars, see regular Northern Pacific Advertisement.

For Freight or Passage, apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 15th July, 1896.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour—

ADELPHY, Brit. str., Nicholson—Chinese.

ALMOR, Brit. str., Watson—Shewan, Tomes & Co.

AMARAPORA, Brit. str., Cameros—M. B. Kalsha.

AROVIA, Brit. str., W. Ward—Dodwell, Carlill & Co.

BENMARIO, Brit. str., Wallace—Gibb, Livingston & Co.

GLEY CALADE, Brit. str., Wallace—Gibb, Livingston & Co.